

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON SATURDAY, the 11th June, 1898, at 3.30 P.M., at their SALE ROOMS, A VALUABLE COLLECTION OF POSTAGE STAMPS.

In lots as per Catalogue. Catalogues can be had on application and the Stamps are now on view. HUGHES & HOUGH, Auctioneers, Hongkong, 8th June, 1898. [173]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. J. S. VAN BUREN, Agent, Hongkong, 8th June, 1898. [174]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & CO.'S WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufacturers. Special terms to HOTELS, CLUBS, RESTAURANTS, and other Large Consumers. Any complaints should be addressed to the Manager, Hongkong, 1st March, 1897. [130]

EXTENSIVE REDUCTIONS.

H. KUTTONJEE.

BEGS to inform his patrons and the public generally that he has made Extraordinary reductions in the prices of all his fine and well-selected stock of Groceries, wines and spirits. The new prices of his stock will be had at No. 21, D'Arville Street and at the "Kew-Long Branch" - Elgin Road. The rates will undoubtedly be found to have been reduced to such an extent as to be most acceptable to all. A trial will speak for itself. Hongkong, 1st June, 1898. [1708]



A. S. WATSON & CO., LIMITED.

SOLE AGENTS IN HONGKONG, CHINA

AND MANILA FOR

'NESTOR' SANITARY FLUID.

DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER, NON-POISONOUS, NON-CORROSIVE, DOES NOT STAIN.

OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant and Germicide, and is a Deodoriser of the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E.,

Member of the Chemical Society of Paris and St. Petersburg.

Bacteriological and Agricultural Expert.

1 gallon drum \$10.00

2 do 4.50

1 do 2.25

1 Pint tin 0.50

'APENTA.'

The 'best' natural Apertant Water bottled at Budapest under the direct supervision of the Royal Hungarian Chemical Institute.

A. S. WATSON & CO., LTD. THE HONGKONG DISPENSARY, ESTABLISHED 1841, 1898, Hongkong, 15th May, 1898. [17]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to the Manager. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. Whilst the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to be forwarded at least one week before the date of publication, and not later than 3 o'clock on the day of publication, in order to ensure their being published in the issue of the day. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address—"Telegraph," Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

DEATHS.

At St. Bernard's Hospital, Nagasaki, on May 25th, W. B. RUSSELL, Commissioner of Imperial Maritime Customs at Setow, aged 49 years. At Valenciennes, France, X. SALABELLE, late of Yokohama, aged 73.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 8, 1898.

CUBA.

In presenting the accompanying map of the Scene of Action in the West to our readers, we must apologise for any shortcomings that may be apparent therein, as it is impossible to get fine work done in Hongkong at short notice, and the class of woodcut by the Chinese engravers for block-cutting does not readily lend itself to fine line-work. So far as possible we have given the principal points of interest, but here and there one or two have of necessity been omitted owing to want of space. The courses of the telegraph cables connecting the different islands have been shown as well as the cables running from New York to Europe, and a table of approximate distances is given at the foot of the map.

The island of Cuba was discovered by Columbus during his first voyage on the 28th October, 1492. It was first named JUANA in honour of Prince John, son of Ferdinand and Isabella, but later on the native name of Cuba was revived. Baracoa, at the eastern end of the island, was the first town founded and it was followed by Santiago and Trinidad in 1514 and by Havana in 1515. The island has seen many troubles since its first settlement by the Spaniards. In 1538 Havana was destroyed by French corsairs, and was rebuilt and fortified four years later and became the Spanish capital of the island.

The admirable situation of the new capital saved Cuba from the fate of the other Antilles abandoned by Spain, and only relinquished at the end of the seventeenth century, when the French and English settled there. During the whole of the seventeenth century Cuba was a prey to pillage and incursions at the hands of pirates and filibusters. In 1604 Captain GIBBERT GRAY, at the head of a band of two hundred men, sacked it; in 1622 the English occupied the fort, Morro de Santiago; in 1679 the French, commanded by Franquesno, attacked the eastern portion; in 1688 Puerto del Principe was pillaged by Morgan, the English buccaneer. Havana alone stood firm; in 1543 she was burnt to the ground but in 1544 the Frenchman Boas, and in 1585 even Drake, were repulsed with great slaughter; while in 1622, 1623, and 1638, the English came to utter grief outside her walls.

In 1580 the cultivation of the sugar-cane and tobacco was commenced, negroes being imported to assist therein; and even before the seventeenth century it had been found necessary to strengthen Havana by two additional fortresses, both of which still exist. In 1761 Havana was taken by an English fleet and an army under Lord Albemarle, the former consisting of more than 200 vessels of all classes, and the latter of 14,041 men, while the Spanish numbered 27,510. The defence was extremely obstinate. The English commenced operations on the 6th of June; but it was not until the end of July that the Moro Fort surrendered, nor until the 14th of August that the city capitulated. The spoil divided among the captors amounted to over three-quarters of a million sterling. By the Treaty of Paris in February of the following year Cuba was restored to Spain, and from that time its progress has been rapid.

Numerous insurrections occur in the history of the island, only the chief of which it is possible to notice within the limits of a newspaper article. After the revolution in Spain in 1808 the Cubans revolted under the leadership of Carlos de Céspedes, having avowedly for their object the expulsion of the Spaniards from the island. The insurrection continued until the establishment of the Spanish Republic in 1873, when hostilities were for a time suspended. They broke out again on the appointment of MARTINEZ CAMPOS as Governor in 1876, and only terminated with the complete defeat of the insurgents two years later. Eighteen months afterwards arose another insurrection, followed by a state of siege being proclaimed and amnesty promised. Once more the rebels were defeated, at Plasencia, in December, 1879; but with

the promise of another amnesty and the passing of a bill in the Cortes for the gradual emancipation of the slaves, things for three years settled down into comparative peace and quiet. At the end of this period General AURELIO was again on the warpath, and calling upon the Cubans once more to revolt, found himself at the head of a considerable force. Little was attained by the insurgents by this movement. They were severely beaten on several occasions, hardly once scored a real success, and ultimately got dispersed and so disappeared. In March, 1895, the flames again burst forth with the insurrection at Santiago. The events of this most recent struggle, which is still continuing, are too fresh in the minds of all to need recapitulation here.

Quite as dangerous to Spain as insurrection within the island have been the many filibustering attacks on it from without. In 1848 a secret society called "The Lone Star" was formed in Alabama and other Southern States of the Union "for the extension of the institutions, power, influence and commerce of the United States over the whole of the Western Hemisphere and the islands of the Atlantic and Pacific oceans." The first "acquisitions" to be made by the order were Cuba and the Sandwich Islands. The President of the United States published in the following year a strong proclamation denouncing the object of the invaders, which did not however deter the notorious Lopez from invading the island both in 1850 and 1851, in the latter of which expeditions he was defeated and subsequently garrotted at Havana. Eighteen years later another such attack was made on the island but repelled.

And yet another method of separating Cuba from the mother country has been at various times attempted, and has equally failed, despite the attractions that it must have presented to Spain. In 1845 a proposition emanated from the Senate at Washington to purchase the island, and in 1846 an American company for this purpose, with a capital of 200,000,000 dollars, was incorporated. In 1848 President POLK went so far as to propose through the United States Minister at Madrid a transfer of the island for a million dollars. Again, in 1854, Messrs. BUCHANAN, MASON, and BOWEN, United States envoys, having met at Ostend and Aix-la-Chapelle, reported recommending the purchase of Cuba; but although the first of these became President in 1856 and urged the scheme with all official weight, it came to nothing. Lastly, a similar proposal was made in the Senate in 1858, the sum suggested being thirty million dollars, but after debate, and in view of the dislike that Spain had ever shown to such offers, it was withdrawn.

Cuba is now to be, for a time, the cynosure of all eyes, and the whole world will watch the struggle between the Americans and Spanish for the possession or emancipation of the island. Nobody appears to know really what is to be the outcome of all this waste of lives and money, but it is to be hoped that one of the results will be a long and lasting peace in the "Pearl of the Antilles," one of the many "Gardens of the Sun."

TELEGRAMS.

NEUTER'S MESSAGE.

THE SPANISH-AMERICAN WAR.

THE SINKING OF THE "MERRIMAC."

LONDON, June 6th.

The sinking of the *Merrimac* by Lieut. Hobson and eight volunteers was an act of distinguished heroism. Having sighted the *Merrimac* at night the *Chapel* under a tremendous fire, Lieut. Hobson pressed a button which exploded a series of torpedoes. The crew then jumped into a small boat and endeavored to return to the fleet. Admiral Cervera valiantly stopped firing and sent a boat to pick up the Americans whom he offered to exchange for Spanish prisoners in recognition of their gallantry. The conduct of Admiral Cervera is keenly appreciated in the United States.

[FROM JAPANESE PAPERS]

THE WAR AND THE MONEY MARKET.

LONDON, May 28th.

In belief that hostilities between America and Spain will not be of long duration, the tension in the money market has been relieved and bank interest has declined to 1-32nd per cent; gold bullion to £3 17s 9d.

The money market at New York has also shown a similar tendency, and the daily interest on bills discounted has fallen slightly.

THE TROOPS FOR MANILA

TOKYO, June 2nd.

The U.S. troops ordered to Manila are expected to call at Yokohama on the 18th or 19th inst.

MANILA TO BE BOMBARDED.

Kobe, June 3rd.

The *Asahi's* correspondent at the Pescadores wires that the bombardment of Manila is expected to take place to-day. [Very improbable. —Ed. H.K.T.]

THE PLAGUE.

During the 24 hours up to noon, 7th June, 5 new cases and 3 deaths from plague were reported, making the total since 1st January (17 days) 1,367 cases and 1,114 deaths.

LOCAL AND GENERAL.

The appeal case *Li Shu v. Tsoi Heng Po* and another again engaged the attention of the Full Court to-day and was further adjourned till to-morrow morning.

MESSRS. LUGGERS, ELSTON & CO., general agents of the Great Eastern and Caledonian Gold Mining Company, Limited, have received the following telegram from their mining manager:—"We have struck the main reef Great Eastern Shaft."

INSPECTOR DUNCAN is carrying on his crusade against the possessors of illegal weights and measures with unabated vigour. To-day he prosecuted two dealers for offending in this respect. They were both found guilty and fined \$5 each, in default six weeks' hard labour.

MEDICAL circles in Berlin are much agitated over a statement made by a prominent physician of that city to the effect that the nurses in the private hospitals are in league with the undertakers, who distribute among them circulars offering as much as \$25 by way of gratuity for a good job.

MAN-OF-WAR Anchorage were a very picturesque appearance this morning. Most of the gunboats had their bunting on the flag bays drying after the recent heavy rains. They also had their sails hanging loose in the breeze and the big topgallant sails, topmasts and foremast, together with the jibs and staysails, gave them a regular "Old Navy" air such as is now seldom seen.

A CHARACTERISTICALLY kind action of the Queen has just been recorded. Her Majesty has forwarded a beautifully-framed portrait of herself to Mr. Robert Taylor, Postmaster, Scarva, Co. Down, aged 114 years, bearing the following inscription: "This portrait is presented by Queen Victoria to Mr. Robert Taylor, Postmaster of Scarva, on his having attained an almost unprecedented age, April, 1898." Her Majesty has also honoured Mr. Taylor by asking him for his photograph in return.

A CONTRACTOR at Tai-ping-shan was to-day charged by Inspector Duncan with blavetting without due regard to the public safety. The Inspector produced a dangerously large piece of rock which had been deposited by a blast in a street some distance away. Defendant said he had covered the blast with planks and the piece of rock must have come through an opening in them. The Inspector informed Capt. Hastings that defendant had been fined \$75 for the same offence a fortnight ago. His Worship inflicted the full penalty of \$100.

INSPECTOR D. CATHBERT, No. 2 Station, made a big haul of gamblers last night. First he went to Wing-lung Street with a party of police and there raided a house where six *po-chi* players were captured. The first was fined \$50 or two months, the second \$30 or three months, the third \$15 or six weeks and the other three \$2 each. The second prisoner had "been there before." The same officer later on presented nineteen prisoners captured while playing *mo-pot* in Swatow Lane. They were of a very humble class and the first two were fined \$5 each, while the rest got off with fines of \$1 each.

A CENTRAL Market Stall holder was to-day fined \$2 for causing an obstruction at the Market and \$10 for assaulting an Indian constable. Defendant was sitting on the steps at the Market and when the constable asked him to move he would not. An attempt was made to arrest him and other Chinese came to the rescue. A man from the *Tamar* and another Indian constable eventually succeeded in clearing the crowd off and in getting the prisoner to the Station. A Chinaman who took part in the scrimmage was charged with assaulting one of the constables by knocking his turban off. He was fined \$10.

OLD Sir John Astley was being constantly interrupted by a fair-haired young guardsman, a mere lad of twenty, who was comparing points of expenditure with some fellows of his own set at the Mate's very elbow. In the course of the discussion the youngster happened to drop the remark that he was surprised at any body being hard up in such easy times; and the old baronet at once picked him up on it. "Double, you're had a deal of experience in your time, sir. Pray, how old are you?" asked Astley. "I'm twenty today, Sir John," replied the young 'un, "and my master this very morning presented me with a 'monkey.'" "Bless my heart!" cried Sir John, "that seems to be quite a lot of here, doesn't it?" "How so, sir?" "Why, she did the same thing to your father just twenty years ago!" —London Daily Telegraph.

THE little Brooklyn boy who offered his entire fortune of 48 cents to President McKinley to buy a war ship to replace the *Maine* had a predecessor in the war of 1872. He is known to history simply as "Billy" and was only 9 years old. He was the only son of a widow, and the crew of Captain Decatur's frigate *United States* had adopted him. When the *Medonian* hoisted in sight the little fellow stepped up to Commodore Decatur. "And it please you, Captain," he said, "I wish my name might be put down on the roll." "And what for, my lad?" inquired the commander. "So that I can draw a share of the prize money, Sir," answered he. Pleased with the spirit of the little hero, his name was ordered on the list. After the prize was taken, Decatur called up the little sailor boy. "Well, Billy," said he, "we have taken her, and your share of the prize, if we get her safe in, will be about \$200. What will you do with it?" "I'll send one-half of it to my mother, Sir, and the other half shall send me to school." Delighted with the spirit of the lad, the Commodore took him under his immediate protection and obtained for him the berth of a midshipman.

A CHINAMAN, who sought to "do" the G. P. O. by carrying letters for transmission to Macao was to-day fined \$50, in default two months' hard labour.

AN Odessa paper of April 15 reports a great scandal in the Russian marine. More than 200 officers of the fleet in the Black Sea have been arrested at Sebastopol charged with having received bribes. Five have committed suicide rather than be brought to justice. The commandant has been forced to resign.

SOME of the stories that are being circulated in French newspapers are very amusing. The latest is that the United States has "promised to capture the Canary Isles and cede them to England." This is in the *Exclair*, but the paper omits to state that we have promised to conquer the rest of the world and toss the United States for it.

AN expedition has just left Stockholm for Eastern Siberia, in search of Herr Andrus and his companions. The expedition consists of Herr Spadling, the Polar explorer, Dr. Nilsson, the botanist, and Herr Fjellholm, an engineer, one of whose brothers is a member of the Andrus exploring party. The search will commence at the mouth of the Lena, and the district covered will include the New Siberian Islands, in which stores were established in 1893, containing food supplies for ice-bound travellers.

COMPLAINT has reached us, says the *Kobe Chronicle* of the 13rd ult., not only of insolence but of two deliberate assaults within the past week or so by coolies upon a foreign resident—a woman too—in the Paper Mill road. The other night the resident in question was unexpectedly struck a most violent blow on the back by a Japanese of the coolie class whom it was too dark to identify. There is almost an entire absence of lamps in the street, and we are informed that a policeman is rarely to be seen in the neighbourhood.

SAYS the *Morning Leader* of April 20th:—There are somehow or other here and there a few people in this country who sympathise—or say they do—with Spain. We will not trouble to inquire into the sincerity of their sympathy, or examine its basis. It is enough to know the vast, the overwhelming, majority of the British people are enthusiastically on the side of America. So far from having been precipitate, that great people, our kinsmen really, have, if they have erred at all, done so by being too deliberate. All we can now do is to wish them God speed—and may their triumph be as speedy and as complete as a good cause deserves!

THE White Star Line have now arranged to take *Conway* cadets on board their steamships as apprentices. The cadets will be taken without a premium, and during their apprenticeship will be remunerated at a fixed rate. At the expiry of the term agreed upon the cadets will, on passing their Board of Trade examinations, be available for junior officers' berths, the aim of the White Star Company being to secure a supply of officers trained upon their own ships. We understand that since the steamship lines commenced to take *Conway* cadets as apprentices the demand for boys from the Mersey school-ship is considerably greater than the supply.—*Shipping Gazette*.

MR. F. SEGIMURA, Chief of the Foreign Affairs Bureau of the Government of Formosa, arrived here from Fouchow, where he went, we believe, on a special mission, a day or two ago and has now gone on a tour up the West River. Mr. Segimura is one of the ablest and most far-sighted officers of the Japanese Government, and his experience of foreign affairs is very considerable. He was the first Japanese Consul stationed at Champo, Koo, during the stormy Hanabusa regime and since then has been on missions in almost all parts of the world. It is probable that Mr. Segimura's trip up the West River is largely connected with trade, for although no Japanese have yet established firms at West River ports a fair share of the trade falls to Japan, the Chinese and others doing a good business in Japanese goods. Mr. Segimura's report on the West River trade will doubtless be a very interesting document and it is to be hoped that his Government will cause it to be published at a comparatively early date, for too much cannot be made known about the trade and possibilities of expanding trade in the Southern provinces of China.

THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR JUNE.

There was a good attendance of players on the links during the days devoted to this competition, and good scores were made by the winners of the Cup and the Pool. The remainder of the returns were rather poor. The scores are:—

CAPTAIN'S CUP.			
Mr. P. de C. Morris	92	10	82
Mr. G. de C. Morris	90	3	87
Mr. E. F. Mackay	103	15	88
Mr. H. P. Mackay	97	8	89
Mr. E. R. Morris	100	10	90
Mr. C. A. Tomes	98	8	90
Mr. W. A. L. Leithbridge	107	15	92
Mr. G. W. F. Playfair	112	18	94
Capt. Hilbert, K.O.R.	110	14	96
27 entries.			
POOL.			
Mr. M. Stewart	93	11	82
Mr. P. de C. Morris	95	10	86
Capt. Monigomerie, R.N.	97	8	89
Mr. G. Stewart	92	3	89
Mr. C. A. Tomes	98	8	90
Mr. E. R. Morris	104	10	94
12 entries.			

THE WAR.

A DOOMED CITY.

(From our Special Correspondent.)

MANILA, May 20th.

Unless peace is signed very suddenly, Manila is a doomed city, for the rebels are closing in rapidly, and this city could no more survive a big battle than a house of cards could stand a typhoon. Even if the strength and skill of the defenders be commensurate with their valour and patriotism, even if all attacks be repulsed, still the struggle must mean terrible loss if not total ruin to Manila itself. Here is a rich seaport, a metropolis, almost as large as Liverpool, the majority of the buildings are of a highly inflammable type, fires are frequent in ordinary times, and a very little shelling would burn the whole city to the ground. Here is a population of a quarter of a million full-blooded Malays, ordinarily indolent but intensely excitable on occasion, and capable of anything at such a time as the storming of the city by their kinsmen under the insurgent flag. Neither the place nor the people can go through a week of what Paris had to endure for six weeks. Yet the Spaniards are as desperately unyielding as the French were in 1870, so confident in their untravelling valour, so ignorant of the irresistible forces they defy. The Spaniards still blindly hope for victory, in face of a fleet which can at any moment reduce the city to ruins while the defenders of the city are utterly powerless to touch the ships. "Our troops have plenty of courage, and plenty of arms and ammunition; nobody can ever take the city." So they laugh at the danger, and scowl at the foreigner. When will the blow fall, and how?

Every day, and all day, there is an exodus from the city, attended every day by some new scene. Large, clumsy river-boats, towed by steam launches or poled by natives, swarm upriver conveying families and goods, and come down again for more. Every road leading out of the city is thronged day after day with similar traffic, until the roads are one by one decided unsafe beyond stated points on account of rebels. The naval battle on the 21st of May created a great stampede, and for two or three days there was no work done, no shop open, no business thought of, nothing but mad flight. Then when people realised that the bombardment was not proceeding forthwith, they returned to their ordinary avocations, and it would at times be difficult to imagine there was such a thing as war. The first news of Aguinaldo's advance on the city revived the refugee movement, which soon dwindled almost to nothing; but now he is reported within nine miles of the city walls, and complete panic prevails. Soldiers are being hurried to the front—and are coming back, horribly slashed with the Filipino forest knives. All day long, the wounded have been filing through the streets, a pitiful procession after the bravery and trumpeting that heralded their departure. The careless swagger and the brightly gleaming uniforms of the Spanish soldiers in the streets of Manila yesterday, have today given place to a weary, sad, and a sullen tread. Not so many officers are seen chatting with the ladies on the *Lincoln* (S. C. Explained) or lounging luxuriously in arm-chairs under shady trees on the side-walks at the barracks-gates. Not so many loaf about the cafes and beer-houses, obstructing the pavements and talking big. More of them are hurrying in full marching-order, to camp out in the country to-night under arms, and to-morrow there is a tropical rain-storm. The clerk, the hotel-waiter, the shopkeeper, who volunteered for service and thereby risked a picturesque accident, suddenly had to drop work to-day and get into line for a march out—into the dark, stormy night, to the place where all the ghastly wounded men were coming from. And to-day there was a serious shortage of the city's food supply. Even the first-class establishments, frequented by the richest section of the community, were on "short commons," and the poorer inhabitants must be feeling a pinch.

It is pitiful to see so many schoolboys valiantly playing at war. The Spanish soldiers are probably about as young as our own "Thomas Atkins" on the average, and most of the men here have never been out of their native village until now. The toy-like appearance, not lessened by the uniform, which looks almost ludicrous in a light straw hat, high in the crown and wide in the brim like that of the typical stage brigand, blue striped cotton clothes something like "dunghers," a broad black leather belt, and foot-gear of many sorts. There is the ordinary "ammunition-box," the plain everyday shoe of civilian construction, and a Spanish national design of boot with no sides, only heel and toe connected by a sole and an ankle-piece. Many of the poor fellows are shod just as they were born, and they get their feet shockingly lacerated in the country. It is said that over sixty per cent of the army hospital cases are feet festering from thorns. Once upon a time, it is related, the money put down for shoes used to be spent for shoes; but that was a long time ago.

In the middle of last year, one of the big prizes of the Manila lottery, one month's rent to a clerk held by the Government, and advantage was taken of the windfall to set up a whole regiment in boots. In taking care of the money, the selected goods, in taking care of the money, the money put down for shoes used to be spent for shoes; but that was a long time ago.

The Spanish army does suggest comic opera. There are truly fantastic officers, swarming about the cafes and beer-houses, or driving about the fashionable parts of the city in carriages, or sitting on upper balconies laughing and chatting and watching the crowd in the street below. Even the barracks are provided with chairs and tables under the trees outside the entrance, like cafes, and there the officers may be seen all day long, apparently with nothing more to do than grow fat. What else could they do? Well, there are men who can always keep themselves suitably busy: Spanish officers at a camp seem to be not men of that sort. If they have absolutely nothing else to occupy their time, they might at any rate devote two or three hours per day to the question whether there is anything in the world worse than an officer asleep on a beach lounge in the forenoon when the enemy is at the gates of the city.

The rank and file can only be pitted. The Spanish "Tommys" are like so many Babes in the Wood, simple innocents as ever fell into the clutches of bloodthirsty robbers. There are whole regiments of simpletons, not long out from Spain, picturesquely attired, ready and willing to do anything and never count the odds run black from death. They are light-hearted and good-natured, hardy and of long endurance; they can live on almost nothing, and hold out tenaciously where a British soldier would have fled; they will endure the hardships

and diseases of jungle warfare, and make light of them. But they cannot fight, because they are not trained, and their leaders are no good. Target practice is almost non-existent. This sort of warfare requires not drums and trumpets, not high spirits and no domestic education, but steady and shooting straight and quick. It requires a well trained eye, to spot every movement in the gloom of the greenery, to see further through the trees than the enemy can, to keep cover and drive his out of him. The Philippine natives, like all the kindred Malay races, cannot do any fighting as a rule except at close quarters, slaying with his heavy knife. The weapons of the same kind, he called the machete, or bolo, or kamplang, or parang, or whatever the name of the knife is, to rush in unexpectedly and hack about a fellow without the slightest attempt at self-protection. It is the custom of fighting known to British troops in the Sudan and the Indian frontier, and it takes a lot of stopping. Quickness of eye and hand can only be acquired by long and hard practice, and these poor Spaniards do not get that—until the time when they ought to be using it. The rifle-battle should be all fully occupied; they are deterred. The Spaniards are a proud, plucky, high-mettled, long-enduring, tenacious, desperate, heroic people, incompetent.

The manner of the fight, too, in hard work is found to be a mistake. It is a case of five cartridges, which have to be all used before any can be reloaded. That is to say, if a soldier has occasion to fire three, he must go on and waste the other two or else leave himself to meet a possible sudden rush with only two rounds in his gun. Nine times out of ten, he prefers to be ready with a full charge, and so his ammunition is wasted. Moreover, it is an unhandy weapon to work in a hurry. Perhaps it may be the fault of the men, or their misfortune in being undisciplined, but they are very often killed in the act of reloading—which is a thing that should not occur often. Whatever be the explanation, there is something very wrong in troops with rifles and bayonets being driven steadily back by natives with knives. The rebels have some guns but most of the wounded soldiers seen in the streets have knife-wounds.

A naval officer, who fought his ship so well as to earn the special admiration of the enemy, joined the Volunteers as soon as he came ashore, and after one day out with them he is utterly unable to walk. His feet were in patent-leather shoes, which would have passed muster as dancing-pumps, and he got into a bad patch of thorns. He knew nothing of the thorns before, he knows all about them now—too late, like all the knowledge the Spaniards are acquiring.

Translation from *El Diario de Manila*, May 4, 1898.

THE NAVAL BATTLE OF CAVITE.

A SURPRISE.

When the enemy's squadron was sighted, in perfect line-of-battle, through the mists of a cloudy dawn on the morning of the first of May, apprehensive astonishment was generally felt among the Manila people. At last, the invaders' ships had carried their audacity so far as to make an appearance on our coast, and challenge our batteries, which promptly replied, but in a manner which was more distinguished by valour and bravery than by practical effect. For it requires more than mere courage to make each bullet find its billet, to make projectiles strike home and penetrate the enemy's armour, it does indeed!

EVERY MAN TO HIS POST.

The disparity between the strength of our batteries and that of the squadron which aroused Manila from its slumber at five o'clock in the morning, was so obvious as to alarm all and instantly dispel the usual tranquillity of our tropical life. On the one hand, all women and children fled affrighted, aloof or in carriages, to the outlying villages for refuge from dangers which were multiplied by imagination, on the other hand every man, from the highest dignity to the humblest artisan, Spanish and native, soldier and civilian, merchant and mechanic, every one we repeat, hastened to his post and shouldered his weapon, confident that the invaders should never march into Manila unless over his corpse. Though the enemy was evidently unassailable, as was seen from the first, by reason of superior armour and armament, yet it is certain that nothing but overwhelming force could have availed to effect an entrance into our harbour.

SPECTATORS.

The city walls, housetops, and other points of vantage were crowded with the people for whom there was no military or naval duty, and thousands of eager eyes watched the strategists fight the front of the city, toward Cavite, in calm and regular order as if on an ancient parade, for our batteries were of sufficient power to touch them. The night filled the brave onlookers with all the rage and exasperation of baffled bravery. A soldier of the 1st Batallion of Cazadores, going at the American squadron and then heavenwards, exclaimed "Oh, if only Holy Mary would tear the waters into dry land, that we might show the Yankees how we can charge a foe!" And a native, squatting near him, replied "Just let them come ashore, and give us a chance at them!" But the Americans kept on their course to Cavite, with the unswerving decision of confidence in overwhelming weight and numbers.

THE FIGHT AS VIEWED FROM MANILA.

From Manila we saw the two squadrons almost meeting in the clouds of smoke. A very little more, and they would have quite mingled together in a general mêlée, the means of a great deal, though small chance of our batteries. It was our only chance of victory, and indeed it was nearly successful; for, once alongside, the cry "Boarders away!" and the flash of cold steel would have sufficed for our devoted sailors to disturb the serenity in which the Americans worked their electric instruments and delicate clockwork mechanisms of precision to regulate and direct their huge engines of destruction. Valour and muscle must tell against masses of metal and machinery. The valiant sons of Spain fought as men who never count the odds nor yield to superior force, but would rather lose all and die than live and surrender. Everything was ready and all fear of death was forgotten in eagerness for the fray. In perfect and majestic order—why deny it? the nine American ships advanced in battle array, at full speed, towards Cavite. The *Olympia* opened fire and was immediately answered by the battery on the mole, which continued firing at intervals of five minutes, while the ironclad kept up a steady fire towards the *Reina Cristina* and *Castilla*. The other ships followed the same, and so the cannonade continued till 9.45. Then the *Don Juan de Austria* tried to ram the *Olympia* but was stopped by a tremendous broadside, otherwise both ships might have gone to the bottom. The *Reina Cristina* then got within about 200 yards of the *Olympia*, advancing at full speed, but was stopped by a hail of projectiles, which blew up the bridge, wrecked the ship, and filled her with dead and wounded. A dense column of smoke from the fore part of the ship showed that she had been set on fire by an incendiary projectile such as the laws of God and man alike forbid. Still keeping up her

fire on the enemy, the *Castilla* was withdrawn, and was sunk near the Arsenal to prevent her from falling into the hands of the enemy. The desperation of those on board the *Castilla* was aggravated by seeing the *Castilla* also in flames from the same nefarious use of inflammable projectiles.

The principal vessels of our little squadron being thus put out of action, the Yankee ships (some of them badly crippled by our fire) halted off to Matanzas to repair damages, stopping the fight till ten o'clock, when they began a second attack to complete the work of destruction.

The only Spanish ship which had not been sunk or burnt by the enemy's projectiles was scuttled by its own crew to prevent its capture. Then Admiral Montojo, who had kept his flag flying as long as there was a single vessel of his squadron afloat, came ashore, and hostilities ceased.

Everyone applauds the brave artillerymen who, by their calm and skillful work, did all that was possible with the guns assigned to them, allowing for deficiencies and imperfections not due to the valiant defenders. To the Point Sangley battery is attributed the injury which put the *Baltimore* out of action.

NOTES ON THE "DIARIO'S" VERSION.

The *Diario* is wrong in speaking of nine American ships all taking part in the bombardment, for three of the nine are non-combatants, namely the *Nashua*, *Zafra*, and *McCulloch*. The *Diario* is also wrong in calling the *Baltimore* an ironclad. Misrepresentations of this kind are calculated to propagate dangerous delusions. The *Diario* is entirely wrong in saying the *Baltimore* was put out of action. The *Baltimore* was hit, but no damage of any importance was done to her, nor to any American ship, although the Spanish vessels claim to have got within two or three hundred yards of them. If there is any truth in the distances named, then the present condition of the American ships is proof positive that the Spaniards cannot shoot. The *Reina Cristina* had good guns, and is said to have "got within about two hundred yards of the *Olympia*," but the *Olympia* is absolutely unharmed. The worst damage was done to the *Castilla* by a shell which struck her bridge and entered her funnel near the base; the *Uloa* was also hit at the base of the funnel—examples of excellent marksmanship which there was nothing to prevent the Spaniards from emulating. In each case the effect must have been to utterly wreck the engines, and probably to explode the boilers.

The *Diario* is of course wrong in saying any specially inflammable form of projectile, "forbidden alike by the laws of God and man," was used. The outbreak of fire is sufficiently explained in the ordinary course of events. To thus minimise the danger of fire in wooden ships would be very misleading if believed.

The moral of the fight is very well expressed by the *Diario* at the outset: "It requires more than courage to make every bullet find its billet." It requires also skill, for all the bravery in the world will not make a well-aimed shot go crooked, nor a bad miss hit the mark. The Spaniards missed miserably.

OPENING OF PHILIPPINE PORTS.

To the courtesy Señor Don José de Navarro, Spanish Consul, we are indebted for the following:—

"El Ilmo. Señor Intendente de Filipinas informs me under date of 27th May last that the following ports remain open to foreign trade:—Sual (Pangasinan), Aparri (Cagayan de Luzon), Maunabo (Tayabas), Legaspi y Tabaco (Albay), Surigao (Surigao), Catibogan (Samar), Tacloban (Leyte) y Surigao (Mindanao)."

POLO AND CAPTAIN LOVEBAND.

On Monday evening the Hon. T. H. Whitehead gave a little "farewell" at the "Charter House" to Capt. F. R. Loveband who has been Honorary Secretary of the Hongkong Polo Club for the last three years and who leaves by the *Empress of China* to-day for England. Most of the older playing members were present, covers were laid for twenty and the Hon. F. H. May, C.M.G. occupied the Vice-chair in his happiest form. On Capt. Loveband's menu, Ben Jonson's very appropriate words were appended:—

"To night give us both, my poor house and I do quickly desire your company."

Not that we wish you to go, but that you may go with a good heart and a good head.

In proposing the health of the guest of the evening Mr. Whitehead spoke in feeling terms of appreciation of the many and varied services rendered by Capt. Loveband to the Polo Club and all branches of sport, and said that Hongkong socially and otherwise would be all the poorer by the departure of the Polo Club's sporting and general Secretary. The members and the whole community had keenly sympathised with Captain Loveband in his recent indisposition, and they all earnestly hoped that his trip to the old country would restore him to his usual good health and a long life of usefulness and happiness. Mr. Whitehead then on behalf of the members asked Capt. Loveband to accept of a Silver Silver as a small souvenir of their respect and esteem, which bore the following inscription:—

CAPTAIN F. R. LOVEBAND, A.D.C., FROM MEMBERS OF THE HONGKONG POLO CLUB IN RECOGNITION OF SERVICES RENDERED AS HONORARY SECRETARY.

The host gave a brief history of the Club since its formation some ten years ago, and referred to the farewell given to Major W. B. Fletcher, R.A., the founder and father of the Polo Club, at which the Chairman had said: "The Club has since the death of Major Fletcher had nursed it with unceasing care and devotion; through patience, perseverance and tact he had seen his baby grow in health, in wealth and in strength and develop into a fine robust, hardy child. The child was proud of its father and from his smiling and genial expression of face it could be judged that the gallant Major was not ashamed of his offspring. Our experience of the Major was a very happy one, in connection with the game of Polo, (the king of sports) his management of the Gymkhana and Sky Meetings held under the auspices of the Club and socially. His energy and resources in the promotion of many healthy recreations were inexhaustible, while he was full of consideration for the feelings of those about him. From time to time in this constantly changing community the Club had lost many of its best playing members but memories of those friends and rare good fellows, who are a credit to their country, will long remain fresh with us."

Mr. Whitehead said that many of these words equally applied to this gallant friend who was about to leave them forever, and referred to the fact that his brilliant play, excellent horsemanship and sure and hard hitting would be remembered and emulated for years to come. The toast was then drunk in bumper with musical and highland honours. Captain Loveband suitably responded and proposed "Continued prosperity to the Polo Club" coupling therewith the name of the Hon. F. H. May, who replied in a speech teeming with Irish wit and humour. Other toasts were tendered and followed and a most enjoyable and happy evening was brought to a close by the singing of "Auld Lang Syne."

THE CUSTOMS PAY LIST.

It will be satisfactory to more than the members of the Imperial Customs Staff to learn that the representations of the Inspector General to the Transil Yamen have been approved of, and a general increase of pay agreed to. The Inspector staff as a rule will receive an increase of 100 per cent, the Outdoor of 65 per cent, and the Civil of 50 per cent.

It may seem that the outdoor staff has been placed in an inferior position to the indoor, but a comparison of the necessary expenditure in each case will indicate that the distinction is reasonable. The Indoor Staff are to a much larger extent dependent on Europe, and at present rates their silver expenditure has more than doubled. With the Outdoor the portion of their pay necessarily spent in gold using countries is much less in proportion, and the actual cost of necessities in China has not progressed in proportion to the fall in exchange. In an even greater degree this applies to the Chinese staff. Of the whole, though the increased scale does not amount to as high a result as that on which the original members of the Staff were paid, it is in proportion to other services on a fairly liberal scale.—*Shanghai Mercury*.

THE PEKING SYNDICATE.

The *Daily Chronicle* understands that within the last few weeks the Tsung-li Yamen has come to an understanding with the Peking Syndicate by which they have conceded the mining rights in the province of Honan to the Anglo-Italian Syndicate. The immense importance of this concession to England will be recognised when it is remembered that Richthofen, in his report to the German Government, states his opinion that it is second only to Shan-ai in gold, coal, and other minerals. Also, when it is borne in mind that the main line of railway from Peking to Hankow will be carried through this territory and that the southern portion of Honan is not far from the waterway of the Yangtze, it will be seen that the new concession is of the utmost moment.

GERMAN COMPETITION IN FAR EAST.

A Berlin correspondent sends to a home paper some further particulars concerning the exhibition of German exports from the industry of China and Japan and Japan and Japan in two small rooms in an upper story of the palace of the German Imperial Diet in Berlin. The visitor will look in vain for costly specimens of native art; the exhibition has nothing to do with native export trade. The committee is giving an object lesson to the Teuton trader to show him what he can profitably import into China and Japan. Take, for instance, a simple example—Japan manufactures "slipshoes" for men and exports them to China, where they can be purchased for 3d. or 4d. The ordinary Chinese working man earns about 3d. or 4d. per day, so that he can manage to put up with a wage to purchase a slipper at this price, his other wants being small; but it is useless for a European trader to introduce for this class of purchasers single stockings 3d. or 4d., as the people could not afford to buy them. The committee have therefore exhibited specimens of Japanese slippers at the lower price, and it is left to German manufacturers to decide whether they can compete at this figure and export in large quantities. On the other hand, some woollen vests and undershirts of very excellent and expensive quality, manufactured also in Japan, are exhibited, as well as woollen shawls, socks, blankets, &c., to show the German manufacturer the power of their Japanese rivals to produce better class goods, and to enable them to form an opinion as to whether they can compete with them in regard to price in this field also. Samples of the sort of carvings and furniture stuffs from England that are marketable are given; but it would be useless for small merchants to export to China articles of this kind of a more expensive nature for the benefit of the few thousand Europeans who might buy them, as the general demand is too small to insure a profit.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on ten years' observations to 1895.
Barometer 29.857
Thermometer 75.2
Humidity 84.0
Rainfall 15.0

TO-DAY.

Wednesday, 8th June, 1898.

Chinese—20th of 4th moon of 84th year of Kwong-shi.

Jewish—18th Sivan, 5658.

Mohammedan—17th Muharram, 1316.

Sun—Rises 5hr. 20min.

Sets 5hr. 50min.

High water—Morning 8hr. 45min.

and 11hr. 5min.

Low water—Morning 4hr. 5min.

and 11hr. 25min.

Afternoon 5hr. 25min.

AMNIVERSARIES.

1867—The Emperor and Empress of Austria crowned King and Queen of Hungary.

1873—Alexandra Palace burnt.

1891—Destruction of mission at Wussah by anti-foreign mob.

TO-MORROW.

Thursday, 9th June, 1898.

Chinese—21st of 4th moon of 84th year of Kwong-shi.

Jewish—19th Sivan, 5658.

Mohammedan—18th Muharram, 1316.

Sun—Rises 5hr. 20min.

Sets 5hr. 50min.

High water—Morning 1hr. 50min.

and 11hr. 50min.

Low water—Morning 3hr. 0min.

and 11hr. 25min.

AMNIVERSARIES.

1849—Attempt to burn the British fleet in the Canton River.

1869—H.M.S. *Benbow*, from date to 27th July, captured over 30 pirate junks.

1871—Telegraphic communication established between London, New York and Hongkong.

1885—Treaty of Peace between France and China signed at Peking.

1888—German s.s. *Pera* wrecked off Lamma Island.

1891—Mission at Soochow attacked.

1892—Suspension of New Oriental Bank.

1897—Loss of the P. & O. s.s. *Aden* with 75 lives.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Stamper*) 10th inst.
English (*Verona*) 10th inst.
Tacoma (*Columbia*) 11th inst.
Indian (*Lightning*) 12th inst.
American (*Dork*) 15th inst.
Canadian (*Empress of India*) 20th inst.

The N. P. S. S. Co.'s steamer *Mogul* has arrived at Yokohama, and sailed for Kobe and Hongkong to-day, the 8th inst.

The O. & S. S. Co.'s steamer *Dork*, with mail, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 28th ult.

The China Mutual Steam Navigation Co.'s steamer *Chingwa* from Glasgow and Liverpool, passed the Canal about 3rd, and may be considered due at Singapore on or about the 21st inst.

HONGKONG AND WAMPORA DOCK RETURNS.
Holsten at Kowloon Dock
Isidoro Pons " " "
Pethoo " " "
Actio " " "
Tinsan Cosmopolitan "

PASSED THE CANAL.

OUTWARD—Oak Branch, April 22; *Vladimir*, Labuan, 26; *Woolwich*, May 3; *Tombak*, Sikh, 6; *Radnorshire*, Ceres, 9; *Adama*, 13; *Darmstadt*, Ireni, Shanghai, Agst, Astoria, 17; *Bentley*, Benet, Ireni, Oceanic, Pak-lar, Tanialus, Kadal, Kwang Ping, 20-23; *Gerard C. Tobey*, Guangy, Dismal, 24; *Brentonshire*, Hirth, Cowley, Edin, 25; *Warrick*, 26; *Warrick*, 27; *Warrick*, 28; *Warrick*, 29; *Warrick*, 30; *Warrick*, 31; *Warrick*, 32; *Warrick*, 33; *Warrick*, 34; *Warrick*, 35; *Warrick*, 36; *Warrick*, 37; *Warrick*, 38; *Warrick*, 39; *Warrick*, 40; *Warrick*, 41; *Warrick*, 42; *Warrick*, 43; *Warrick*, 44; *Warrick*, 45; *Warrick*, 46; *Warrick*, 47; *Warrick*, 48; *Warrick*, 49; *Warrick*, 50; *Warrick*, 51; *Warrick*, 52; *Warrick*, 53; *Warrick*, 54; *Warrick*, 55; *Warrick*, 56; *Warrick*, 57; *Warrick*, 58; *Warrick*, 59; *Warrick*, 60; *Warrick*, 61; *Warrick*, 62; *Warrick*, 63; *Warrick*, 64; *Warrick*, 65; *Warrick*, 66; *Warrick*, 67; *Warrick*, 68; *Warrick*, 69; *Warrick*, 70; *Warrick*, 71; *Warrick*, 72; *Warrick*, 73; *Warrick*, 74; *Warrick*, 75; *Warrick*, 76; *Warrick*, 77; *Warrick*, 78; *Warrick*, 79; *Warrick*, 80; *Warrick*, 81; *Warrick*, 82; *Warrick*, 83; *Warrick*, 84; *Warrick*, 85; *Warrick*, 86; *Warrick*, 87; *Warrick*, 88; *Warrick*, 89; *Warrick*, 90; *Warrick*, 91; *Warrick*, 92; *Warrick*, 93; *Warrick*, 94; *Warrick*, 95; *Warrick*, 96; *Warrick*, 97; *Warrick*, 98; *Warrick*, 99; *Warrick*, 100; *Warrick*, 101; *Warrick*, 102; *Warrick*, 103; *Warrick*, 104; *Warrick*, 105; *Warrick*, 106; *Warrick*, 107; *Warrick*, 108; *Warrick*, 109; *Warrick*, 110; *Warrick*, 111; *Warrick*, 112; *Warrick*, 113; *Warrick*, 114; *Warrick*, 115; *Warrick*, 116; *Warrick*, 117; *Warrick*, 118; *Warrick*, 119; *Warrick*, 120; *Warrick*, 121; *Warrick*, 122; *Warrick*, 123; *Warrick*, 124; *Warrick*, 125; *Warrick*, 126; *Warrick*, 127; *Warrick*, 128; *Warrick*, 129; *Warrick*, 130; *Warrick*, 131; *Warrick*, 132; *Warrick*, 133; *Warrick*, 134; *Warrick*, 135; *Warrick*, 136; *Warrick*, 137; *Warrick*, 138; *Warrick*, 139; *Warrick*, 140; *Warrick*, 141; *Warrick*, 142; *Warrick*, 143; *Warrick*, 144; *Warrick*, 145; *Warrick*, 146; *Warrick*, 147; *Warrick*, 148; *Warrick*, 149; *Warrick*, 150; *Warrick*, 151; *Warrick*, 152; *Warrick*, 153; *Warrick*, 154; *Warrick*, 155; *Warrick*, 156; *Warrick*, 157; *Warrick*, 158; *Warrick*, 159; *Warrick*, 160; *Warrick*, 161; *Warrick*, 162; *Warrick*, 163; *Warrick*, 164; *Warrick*, 165; *Warrick*, 166; *Warrick*, 167; *Warrick*, 168; *Warrick*, 169; *Warrick*, 170; *Warrick*, 171; *Warrick*, 172; *Warrick*, 173; *Warrick*, 174; *Warrick*, 175; *Warrick*, 176; *Warrick*, 177; *Warrick*, 178; *Warrick*, 179; *Warrick*, 180; *Warrick*, 181; *Warrick*, 182; *Warrick*, 183; *Warrick*, 184; *Warrick*, 185; *Warrick*, 186; *Warrick*, 187; *Warrick*, 188; *Warrick*, 189; *Warrick*, 190; *Warrick*, 191; *Warrick*, 192; *Warrick*, 193; *Warrick*, 194; *Warrick*, 195; *Warrick*, 196; *Warrick*, 197; *Warrick*, 198; *Warrick*, 199; *Warrick*, 200; *Warrick*, 201; *Warrick*, 202; *Warrick*, 203; *Warrick*, 204; *Warrick*, 205; *Warrick*, 206; *Warrick*, 207; *Warrick*, 208; *Warrick*, 209; *Warrick*, 210; *Warrick*, 211; *Warrick*, 212; *Warrick*, 213; *Warrick*, 214; *Warrick*, 215; *Warrick*, 216; *Warrick*, 217; *Warrick*, 218; *Warrick*, 219; *Warrick*, 220; *Warrick*, 221; *Warrick*, 222; *Warrick*, 223; *Warrick*, 224; *Warrick*, 225; *Warrick*, 226; *Warrick*, 227; *Warrick*, 228; *Warrick*, 229; *Warrick*, 230; *Warrick*, 231; *Warrick*, 232; *Warrick*, 233; *Warrick*, 234; *Warrick*, 235; *Warrick*, 236; *Warrick*, 237; *Warrick*, 238; *Warrick*, 239; *Warrick*, 240; *Warrick*, 241; *Warrick*, 242; *Warrick*, 243; *Warrick*, 244; *Warrick*, 245; *Warrick*, 246; *Warrick*, 247; *Warrick*, 248; *Warrick*, 249; *Warrick*, 250; *Warrick*, 251; *Warrick*, 252; *Warrick*, 253; *Warrick*, 254; *Warrick*, 255; *Warrick*, 256; *Warrick*, 257; *Warrick*, 258; *Warrick*, 259; *Warrick*, 260; *Warrick*, 261; *Warrick*, 262; *Warrick*, 263; *Warrick*, 264; *Warrick*, 265; *Warrick*, 266; *Warrick*, 267; *Warrick*, 268; *Warrick*, 269; *Warrick*, 270; *Warrick*, 271; *Warrick*, 272; *Warrick*, 273; *Warrick*, 274; *Warrick*, 275; *Warrick*, 276; *Warrick*, 277; *Warrick*, 278; *Warrick*, 279; *Warrick*, 280; *Warrick*, 281; *Warrick*, 282; *Warrick*, 283; *Warrick*, 284; *Warrick*, 285; *Warrick*, 286; *Warrick*, 287; *Warrick*, 288; *Warrick*, 289; *Warrick*, 290; *Warrick*, 291; *Warrick*, 292; *Warrick*, 293; *Warrick*, 294; *Warrick*, 295; *Warrick*, 296; *Warrick*, 297; *Warrick*, 298; *Warrick*, 299; *Warrick*, 300; *Warrick*, 301; *Warrick*, 302; *Warrick*, 303; *Warrick*, 304; *Warrick*, 305; *Warrick*, 306; *Warrick*, 307; *Warrick*, 308; *Warrick*, 309; *Warrick*, 310; <

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU.....	Kobe and Yokohama	THURSDAY, 9th June, at 4 P.M.
SENDAI MARU.....	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHENULPO, NAGASAKI, FUSAN and GEMSAN.	FRIDAY, 10th June, at 4 P.M.
YAMAGUCHI MARU.....	SEATTLE, WASH., via KORE and YOKOHAMA	TUESDAY, 14th June, at Noon.
IDJUMI MARU.....	BOMBAY, via SINGAPORE (Transshipping Cargo for Java Ports) and OLOMO	TUESDAY, 14th June, at Noon.
KAWACHI MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transshipping Cargo for Java Ports, PENANG, COLOMBO and PORT SAID	TUESDAY, 21st June, at 4 P.M.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 21st July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 3rd June, 1898.



SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc. PRODUCTION OF EXTRA-NATURAL ALCOHOLS

SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
ECROT & GRANGE, rue Mathis, PARIS
Apply to Messrs. DODWELL CARLILL & Co. Hong Kong.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 200 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—A. S. WATSON & Co.

Hongkong, 1st September, 1896.

Shipping.

STEAMER.

HAMBURG-AMERICA LINE. (EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ADRIA"
Captain Reuter, will be despatched for the above Ports, on TUESDAY, the 14th instant. For Freight, apply to

CARLOWITZ & Co., Agents.

Hongkong, 6th June, 1898.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO. THE Company's Steamship

"HANGCHOW,"
Captain Pearce, will be despatched as above TO-MORROW, the 9th instant, at 10 A.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th June, 1898. [725]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"CHELYDRA,"
Captain Davis, will be despatched as above TO-MORROW, the 9th instant, at 3 P.M. For Freight or Passage, apply to JARDINE, MATTHEW & Co., General Managers.
Hongkong, 3rd June, 1898. [724]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"THALES,"
Captain Bathurst, will be despatched for the above Ports, on FRIDAY, the 10th instant, at 10 A.M. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, 7th June, 1898. [721]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship

"SINGAN,"
Captain Jamieson, will be despatched as above on FRIDAY, the 10th instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th June, 1898. [722]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN. THE Company's Steamship

"KWEIYANG,"
Captain Overbridge, will be despatched as above on FRIDAY, the 10th instant, at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th June, 1898. [694]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, AUSTRALIA, &c.)

THE Steamship

"AIRLIE,"
Captain Kock, will be despatched for the above Ports on FRIDAY, the 10th June, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Surgeon and a duly qualified Surgeon are carried.
N.B.—Returns Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 23rd May, 1898. [672]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"PYRRHUS,"
Captain Bai, will be despatched as above on SATURDAY, the 11th instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st June, 1898. [706]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"VINDOBONA,"
Captain E. Beller, will leave for the above places on TUESDAY, the 14th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.
Hongkong, 7th June, 1898. [716]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SINGAPORE. THE Steamship

"BENLAVERS,"
Captain A. Webster, will be despatched as above on or about the 22nd instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 6th June, 1898. [720]

SAILING VESSELS.

FOR SAN FRANCISCO. THE British Bark

"WEST YORK,"
W. L. Foster, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 7th March, 1898. [1352]

FOR SAN FRANCISCO. THE 100 A 1 British Ship

"IMBERHORNE,"
Lover, Master, Shortly expected here, will load for the above port and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 19th March, 1898. [414]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"
Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th June at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 a.m. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 23rd May, 1898. [65]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Arizona... 5,305 | J. Panton, R.N.R. | June 9.
Tacoma... 2,549 | A. Dixon | July 2.
Victoria... 3,157 | J. Trueblood | July 19.
Olympia... 2,603 | T. H. Dobson | Aug. 6.
* Calling at YOKOHAMA and TACOMA only.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul... 3,854 | W. H. Wright | June 18.
Columbia... 2,605 | A. Gow... | July 9.
Braemar... 3,601 | E. Porter... | Aug. 13.

* Calling at YOKOHAMA and TACOMA only.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON 447.

Excellent accommodation. First-class Table.

DOCTORS and STEWARDSS carried.

HONGKONG TO NEW YORK 441.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 428.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 9th June, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen... Wednesday 12nd June.
Bayern... Wednesday 19th July.
Prinz Heinrich... Wednesday 17th Aug.
Darmstadt... Wednesday 14th Sept.
Preussen... Wednesday 12th Oct.
Sachsen... Wednesday 9th Nov.
Bayern... Wednesday 7th Dec.
Prinz Heinrich... Wednesday 4th Jan. '99.

ON WEDNESDAY, the 22nd day of June, 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Sommer, with MAELS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 20th June. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 21st June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 21st June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

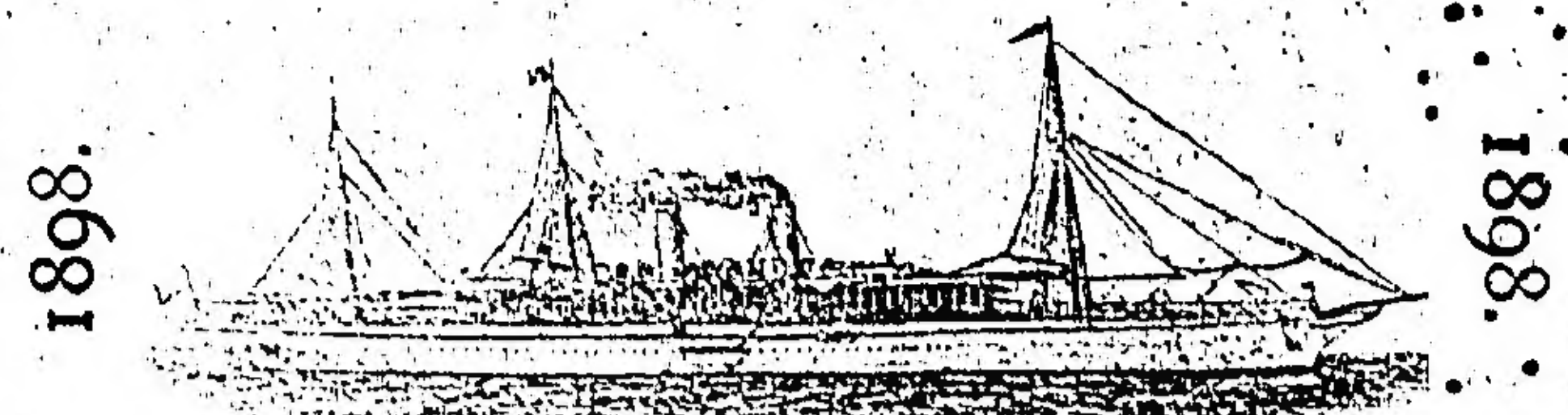
Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 25th May, 1898. [683]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 29th June, 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 20th July, 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 8th June, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 16th June, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 13th July, at Noon.

Belle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 26th July, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 26th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCELS PACKAGES should be marked to address in full; and same will be received at the Company's Office until five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th May, 1898.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 4th Aug., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 23rd Aug., at Noon.

THE U. S. Mail Steamship

"PERU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th August, at Noon, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day previous to sailing. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th June, 1898.

NOW READY! IN HANDY-PAMPHLET FORM. A FULL, CAREFULLY REVISED and accurate account of the INTERPORT CRICKET MATCHES. With a Critique on the Week's play, the Festivities connected with the Carnival and the batting and fielding of the various teams. PRICE, 50 CENTS PER COPY. Orders will be promptly attended to by THE "HONGKONG TELEGRAPH" OFFICE. No. 6, Paddy's Hill. Hongkong, 20th November, 1897.

Printed and Published by ETHELBERG FORBES SKERTCHLEY, at No. 6, Paddy's Hill, in the City of Victoria, Hongkong.